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especially in the earlier decisions, are a mine of information not simply upon technical points of constitutional jurisprudence, but upon current political theories in general. Starting without a body of precedents to guide them, the eminent justices of this court were forced to go back to fundamental principles of political right for a solution of such questions as the nature of law, of sovereignty, of natural rights, of written constitutions, of citizenship, of international rights and responsibilities, of the distinction between executive, legislative, and judicial powers, and, finally, of the nature of the Union itself. Chief Justice Marshall in particular, as we well know, based all of his great decisions upon general political reasoning rather than upon legal precedents. The only reference made by Dr. Merriam to this great body of judicial opinion is the statement that it was permeated with the idea of a division of sovereign powers between the states and the Union.

Summing up, then, our opinion of the work, we repeat that its briefness, necessitating as it has omissions and inadequacies of treatment, is its one defect. What Dr. Merriam has given us is excellent, and leads us to express the hope that we are to continue to receive from him contributions in this field of political philosophy, which he has apparently selected for special study.

W. W. WILLOUGHBY.

A History of Agriculture and Prices in England. By JAMES E. THOROLD ROGERS. Vol. VII., 1703-1793. Edited by Arthur G. L. Rogers. (New York: Henry Frowde; Oxford: The Clarendon Press. 1902. Two parts, pp. xv, 599; xv, 600-966.)

THE first two volumes of the *History of Agriculture and Prices* appeared in 1866. Sixteen years were occupied in the preparation of Volumes III. and IV., covering a large part of the crucial period in the history of prices (1401-1582). In his preface of 1882 Thorold Rogers declared that the portion of his work which remained was "on the whole, the clearest and easiest." Some justification for this optimistic view was afforded by the relatively speedy appearance, five years later, of Volumes V. and VI., one of the twin volumes, according to Rogers's usual practice, giving the statistical results and the commentary, while the other presented in serried columns the classified price entries which formed the basis of the work. This publication of 1887 brought the inquiry down to 1702, and there remained but the eighteenth century to investigate before reaching the self-appointed end of his labors. A considerable amount of material for this final section had been collected and tabulated before his death in 1890, enough at any rate to warrant the delegates of the Clarendon Press in requesting Thorold Rogers's son to complete the work. After repeated announcements and delays, the long-expected book has appeared, as Volume VII., Parts I. and II., "edited with sundry additions" by Arthur G. L. Rogers.

If this, as announced, is to be the concluding volume, it may as well be said at once that it disappoints our expectation. Thorold Rogers's history, with all its faults — and it has many —, is at least no lifeless mass of figures. Rogers is doubtless, as his critics declare, often ill-informed, narrow, arrogant. His own judgment on Arthur Young may with perhaps equal justice be applied to himself. Arthur Young, he tells us, "was a most careful and diligent collector of facts. His numbers may always be relied upon, his averages are exact, and his facts are copious. But he was, despite these powers of observation, an exceedingly bad reasoner, and his economical inferences are perfectly worthless." We may indeed go farther. Investigation shows that Rogers's averages are not always trustworthy, but in every case should be carefully tested before becoming the basis for such cautious and limited inductions as are alone permissible from historical statistics. But all reservations made, his work, like Arthur Young's, has vitality; it is the expression of a vigorous personality. Though doubtless at some distant day a new history of prices in England must be written with a broader documentary foundation and a wider outlook, Rogers's history will long stand as a monument of patient and fruitful industry and as a memorial of an interesting phase of the post-Mill reaction in English economics. The completion of such a work, at once so authoritative and so personal in its tone, which should aim to preserve some continuity in method and in style, would be a task from which even filial piety might shrink, but once undertaken something more might well have been made of it than the rather unhappily ordered collection of material now brought to our view. There is, indeed, a hint in the preface that the editor has entertained "the ultimate object of writing some commentary on the figures," but the present volume lacks all commentary, and at the same time is definitely announced as the conclusion of the *History of Agriculture and Prices*.

Volume VII. contains, in fact, nothing but price entries and a few illustrative documents of unequal value. To the material left by his father the editor has added entries gathered mainly from a series of accounts preserved at Brandsby Hall, together with some figures from the Castle Howard papers, both from Yorkshire. Some of these figures are incorporated in the tabulations which fill the bulk of Part I., but in no inconsiderable number they are relegated to the addenda. Further agricultural price entries may be found in the Holkham Farm Accounts, which fill 68 pages of Part II. The student will also find in Part II. a convenient summary of the statements as to wages scattered through Arthur Young's *Tours*, and wage-lists of about 1707 and 1727 extracted from Mortimer and Laurence, but he may wonder why, if such summaries and reprints were to be undertaken, the printed sources for the eighteenth century should not have been much more thoroughly examined for the information as to wages and prices there to be found. A West Riding wages assessment for 1703, here printed from the Wakefield quarter-sessions records, will find its use among the growing number of such assessments, but the utility cannot be highly rated of the 235 pages

of daily quotations of South Sea stock, Bank stock, East India stock, and Consolidated Three-Per-Cents that fill the second half of Part II.

Even if the editor had felt himself unequal to the task of interpreting his material on the same scale as in the previous volumes, with their background of economic and political history, yet a few tables of decennial averages and a brief presentation of the facts now buried in the 940 pages of figures would have been serviceable. It might, perhaps, be urged that the toil of extracting the desired information would be a salutary deterrent from the uncritical use hitherto often made of Rogers's averages. Historical statistics, it is true, are peculiarly liable to misuse, but provided adequate warning is given there can be no valid reason for failing to make the raw material as available as possible. Whatever the cause for neglecting or indefinitely deferring the publication of averages, the compiler makes no apology for the present omission. Indeed, he once casually remarks, in connection with an interesting series of Yorkshire meat prices, that "the student can easily construct tables for himself." But the student who for himself must painfully construct from the scattered price-lists a series of averages will likely enough feel some resentment at what he may consider a shirking of the editor's obvious duty. Still, eighteenth-century prices, with or without editorial elaboration, are not so common that he can afford to be over-querulous. Though his gratitude must have its reserves, he will be duly mindful of his obligation both to Mr. Arthur Rogers and to the delegates of the Clarendon Press.

EDWIN F. GAY.

Historic Highways of America. By ARCHER BUTLER HULBERT. Vol. III., Washington's Road; Vol. IV., Braddock's Road. (Cleveland: The Arthur H. Clark Company. 1903. Pp. 214; 213.)

FOLLOWING a chronological rather than a geographical plan, the third and fourth volumes of Mr. Hulbert's *Historic Highways* cover the earlier period of the French-English contest for the possession of the Mississippi Valley. The campaigns to the northward are omitted, the volumes consequently falling into the expedition of Washington in 1754 and that of Braddock the following year. The routes followed by these armies across the Alleghanies led from the same rendezvous, Fort Cumberland, and had the same terminus in view, the forks of the Ohio. They coincided to a certain extent. Yet the different circumstances attending the cutting of the two ways over the mountains, no less than the varying degree of thoroughness in construction, caused the author to devote two volumes to the one route.

The theme of each book is sufficiently indicated by its title. *Washington's Road* describes the conditions about the head-waters of the Ohio which caused his mission to the French and his subsequent expedition toward that region, ending in the surrender at Fort Necessity. *Braddock's Road* describes the gathering of the forces under that general, the